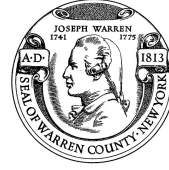


Warren County Board of Supervisors

**TUESDAY JUNE 9, 2026
BOARD WORKSHOP MEETING
10:00 A.M.**



- I. Workshop called to Order by Chair
- II. Pledge to the Flag
- III. Discussion Items:
 1. Presentation by CDTA Executive Director Frank Annicaro
- IV. Motion to Adjourn

CDTA and Warren County

Warren County Board of Supervisors

06.09.2026



CDTA in Warren County



CDTA Supported GGFT Operations Prior to Acquisition (2022-2023)

- CDTA provided 12 qualified operators and several maintenance personnel to sustain summer trolley service, ensuring continuity of essential transit in the Glens Falls/Lake George region
- All operators were trained, certified, and compliant with transit standards, with CDTA managing payroll, benefits, and labor compliance (costs reimbursed by GGFT)
- Coordination covered training, procedures, and adherence to GGFT service requirements, supporting seamless operations
- CDTA maintained safety oversight, including drug/alcohol testing and incident coordination
- The partnership delivered a flexible, short-term staffing solution to address operator shortages and maintain service levels



CDTA Assumed Operations in January 2024



January 2024 – August 2025

- No changes to GGFT service, but CDTA did restore service as published in schedules (which was historically reduced due to operator shortages)
- Maintained paratransit services and added CDPHP Cycle!
- Conducted observations of ridership and operations
- Installed radios, data terminals, fareboxes, passenger information systems, cameras, and passenger counters on buses – allowing us to better collect empirical data

August 2025 – November 2025

- Established Route #713 - connection to Saratoga Springs

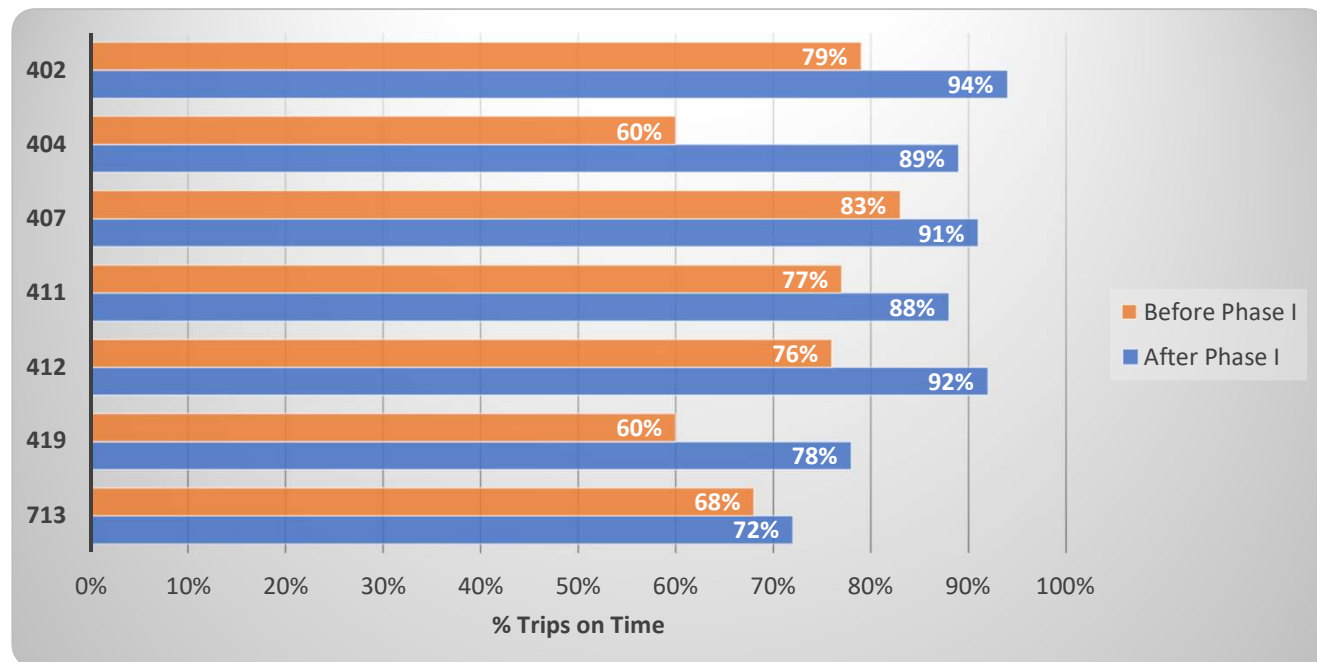
Route Adjustments

Phase I – May 24, 2026 (implemented)

- Existing schedules optimized using GPS data from buses
- No major changes to existing routes

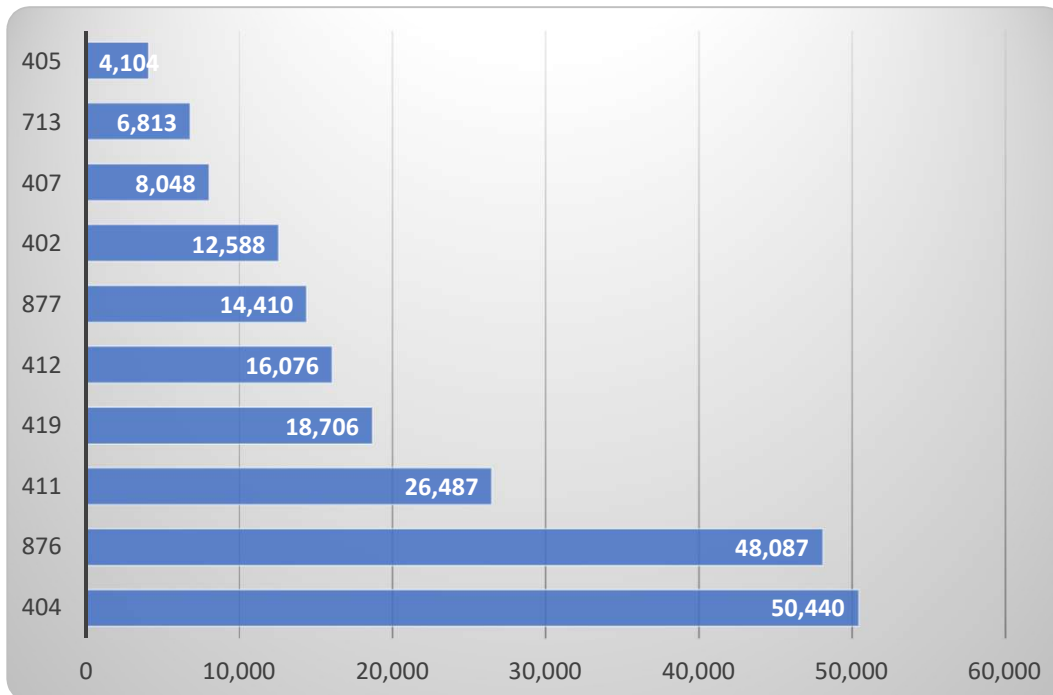
Early Results

- On-time performance for Warren County routes significantly improved (10% on average)



Service Investments and Ridership

Ridership by Route | April 1, 2025 – March 31, 2026



205,759

total boardings

30,614

annual platform hours added

Top 3 Routes = 61%

- Route 411: 13%
- Route 876: 23%
- Route 404: 25%

Information Technology Investments

Grand Total: \$1,102,439



Investment Focus Areas

Fare Collection (35.9%)

Fareboxes, vaulting equipment

CAD/AVL (34.8%)

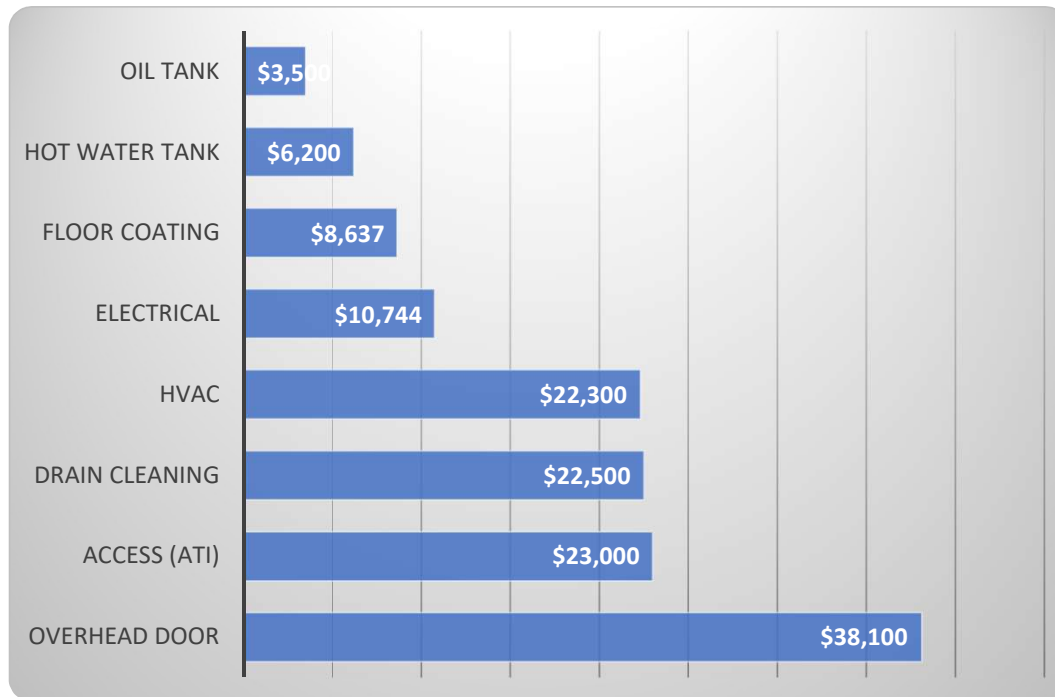
Computer-aided dispatch systems

Radio (29.3%)

Communications equipment and services

Facilities Investments

Grand Total: \$134,981



Queensbury Division

Targeted, practical upgrades focused on safety, reliability, and operational readiness.

- Building access and controls
- Overhead doors
- HVAC and hot water systems
- Preventive maintenance

Does not include \$600K stalled lift replacement projects closed out by CDTA.

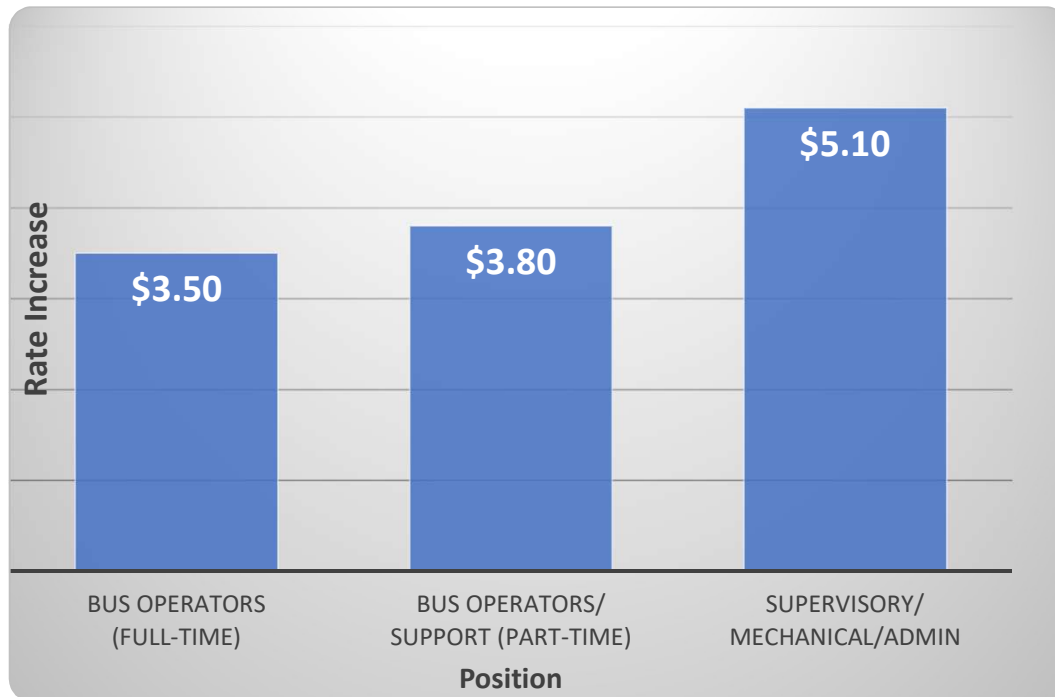
Operational Investments

Category	Before (GGFT)	After (CDTA)
Maintenance Staff	1 Technician	5 positions (Foreman, Techs, Service Techs)
Vehicles per Staff	~18 per technician	~6.6 per technician
Full-Time Operators	8	20
Supervisors	1	3
Fleet	Smaller vehicles, older trolleys	Added 29' & 40' Gillig buses, new trolleys
Admin Structure	Director, Deputy, accounting staff	1 Superintendent + 1 PT Admin

Fleet ~2.5 years newer | Operators more than doubled | 40-ft buses for peak season

Employee Investments

Average Hourly Wage Increase at CDTA Takeover (Former GGFT Employees)



By the Numbers

94%

received higher pay rates

+\$4.16/hr

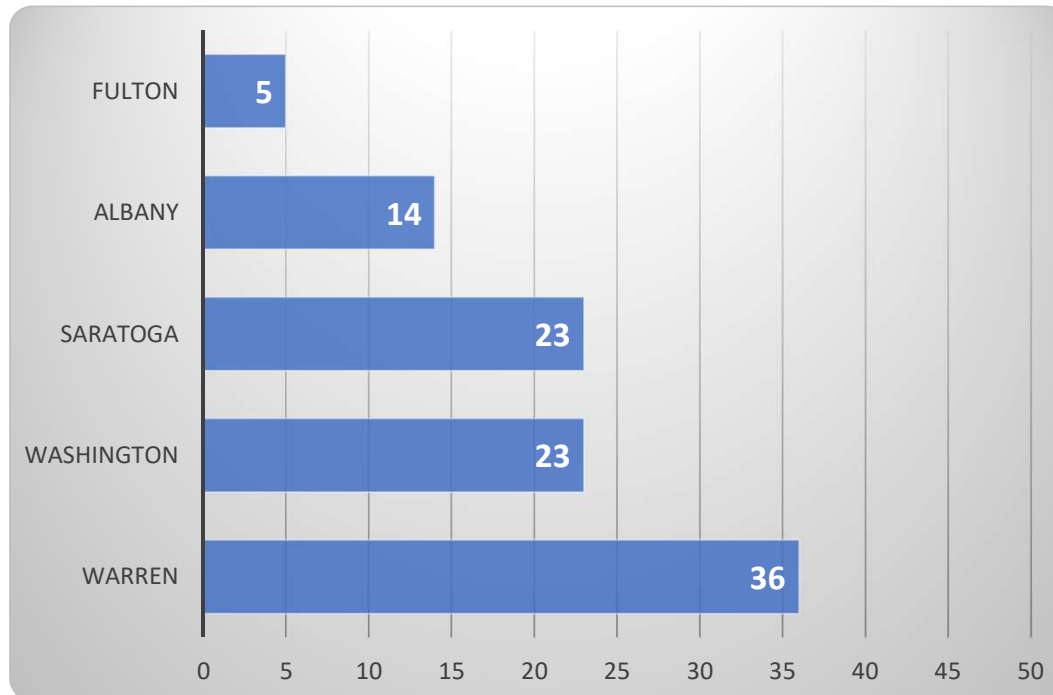
average hourly increase

~\$103,480/yr

combined annualized wage lift

Employee Residence Distribution

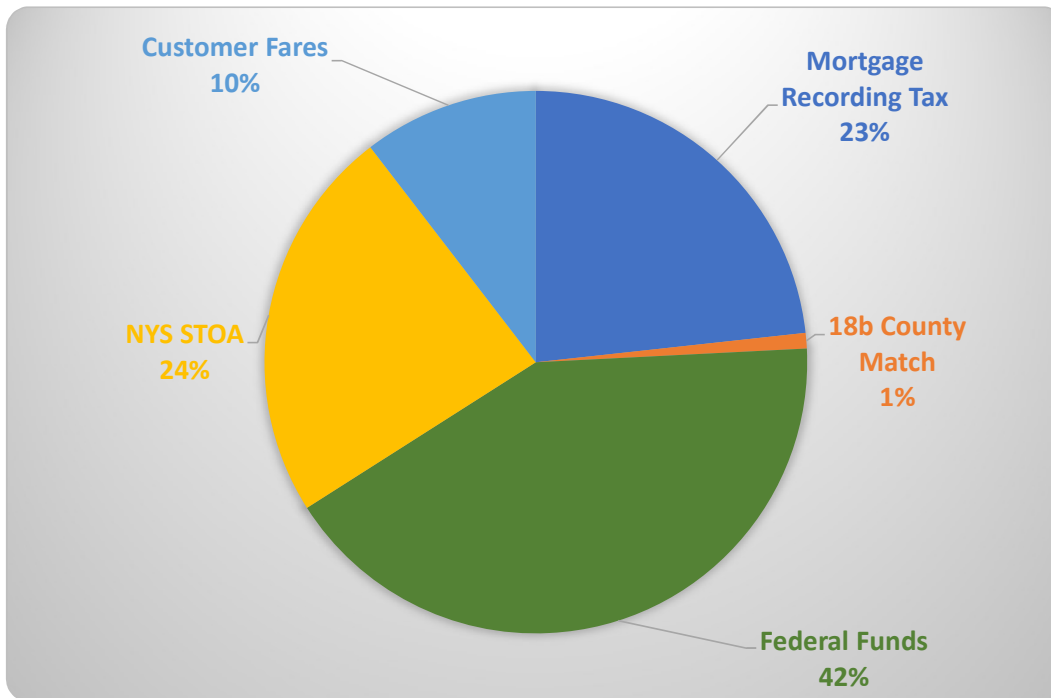
Queensbury Operators by NYS County of Residence



Key Takeaways

- Operators reside across five NYS counties
- Largest share (36%) in Warren County
- 46% in adjacent Washington and Saratoga counties

FY2026 Funding Sources



Federal funding based on:

- Population & Density
- Vehicle Revenue Miles
- Passenger Miles

Route Adjustments

Phase II – Late August 2026

- Updates to routes and service levels:
 - Increase service (frequency / span) on routes with highest productivity (riders/hr)
 - Decrease service on routes with lowest productivity
 - Adjust trip times to better align with work starts & ends
- Planning decisions based on ridership analysis, public input, and a “service rebalancing” framework to maintain cost neutrality while aligning service with demand
- Potential FLEX rollout in future



THANK YOU!

Questions? | Comments? | Next Steps.

